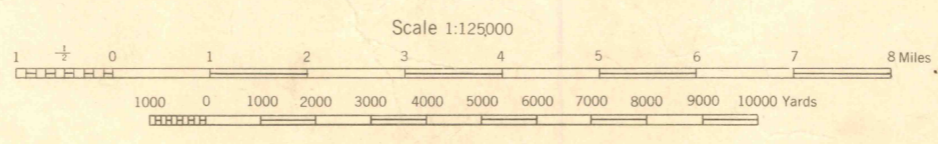




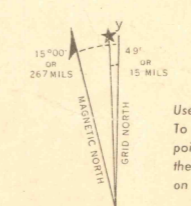
First Edition 1942; revised 1943.
 Prepared under the direction of the Chief of Engineers, U. S. Army,
 By Army Map Service (SX), U. S. Army, Washington, D. C., 1942.
 Topography by U. S. Geologic Survey, 1917.
 Woodland taken from Soil Conservation photo indexes, 1940.
 Polyconic Projection, North American Datum 1927.

ROAD CLASSIFICATION 1943

Dependable hard-surface, heavy-duty road	Loose-surface graded, dry weather road	U. S. Route	160
Secondary, hard-surface, all-weather road	Dirt road	State Route	30
More than two lanes indicated by note along road with tick at point of change.		3 LANE 1/2 LANE	



Scale 1:125,000
 CONTOUR INTERVAL 50 FEET
 DATUM IS MEAN SEA LEVEL
 TEN THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS
 IN THE U. S. ZONE A U. S. G. S. SPECIAL PUBLICATION NO. 59
 THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
 NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME
 TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



Use diagram only to obtain numerical values.
 To determine magnetic north line connect the pivot
 point "P" on the south edge of the map with the value of
 the angle between grid and magnetic north, as plotted
 on the degree scale of the north edge of the map.

ARMY MAP SERVICE, U. S. ARMY, WASHINGTON, D. C. 10754
 1942
 9/43 SX
 BLOCK ISLAND, CONN.-R.I.-N.Y.
 N4100-W7130/30

Rhode Island